I-2 Parking Assessment Memorandum

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MEMORANDUM

To:	Beau Brand Greystar	Date:	March 26, 2020
From:	John Boarman, PE Charlene Sadiarin, PE LLG, Engineers	LLG Ref:	3-18-2897
Subject:	Belmont Village Encinitas-by-the-Sea Project – Parking Assessment		

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this technical memorandum to summarize the results of a parking assessment for the Belmont Village Encinitas-by-the-Sea Senior Living Project (herein referred to as the "Project"). The Project is located at 3111 Manchester Avenue in the City of Encinitas. The Project proposes the construction of the following land uses:

- 77 independent units (46 one-bedroom units; 31 two-bedroom units),
- 68 assisted living units (16 studio units; 46 one-bedroom units; 6 two-bedroom units),
- 55 memory care units (49 studio units; 6 one-bedroom units), and
- 16 single-family residential units (15 single-family affordable housing units; one single-family market rate unit).

Figure 1 contains the Project site plan.

Section 30.54.030 of the City of Encinitas Municipal Code contains the required off-street parking for developments in the City of Encinitas. The Municipal Code does not contain parking rates for senior independent, assisted living, or memory care units. Therefore, the ITE Parking Generation Manual (5th edition) was consulted. The ITE parking rates are determined based on data collected from various site surveys. These site surveys counted all vehicles parked at the study site, which for senior independent, assisted living, and memory care units include the associated parking for residents, visitors, and employees (See Attachment A for an excerpt ITE's definition of terms). Therefore, the parking requirements calculated using these parking rates account for the combined parking demand of the residents, visitors, and employees associated with each land use type.

ITE's Parking Generation Manual (5th edition) also contains parking rates for senior independent, assisted living, and memory care units. ***Table 1*** shows the Project's parking requirements based on these rates. As shown in *Table 1*, the senior independent living, assisted living, and memory care units require 97 parking spaces. The Project proposes to provide 166 parking spaces for these three unit types, which meets the minimum parking requirements. It should be noted that the unit mix may change to meet the varying needs of acuity care in the market. Based on operational experience of similar developments, it is highly unlikely that all non-memory care units would be leased as independent living units. Rather, most developments tend towards providing more assisted living and memory care units. The 166-space

parking supply proposed by the Project would result in a surplus of 69 spaces based on the current unit mix, and thus could handle some variation in the unit mix.

If all of the units were converted to independent living units, the Project would require 122 parking spaces (= 200 units x 0.61 parking spaces per unit). The Project's proposed parking supply of 166 parking spaces would still meet the minimum parking requirement.

Per the California Building Code Table 11B-208.2, the Project is required to provide a minimum of six (6) accessible parking spaces.

The 16 single-family residential units (8 single-family units + 8 accessory units) will comply with state density bonus parking standards. Per state law (AB 68), parking is not required for the accessory units.

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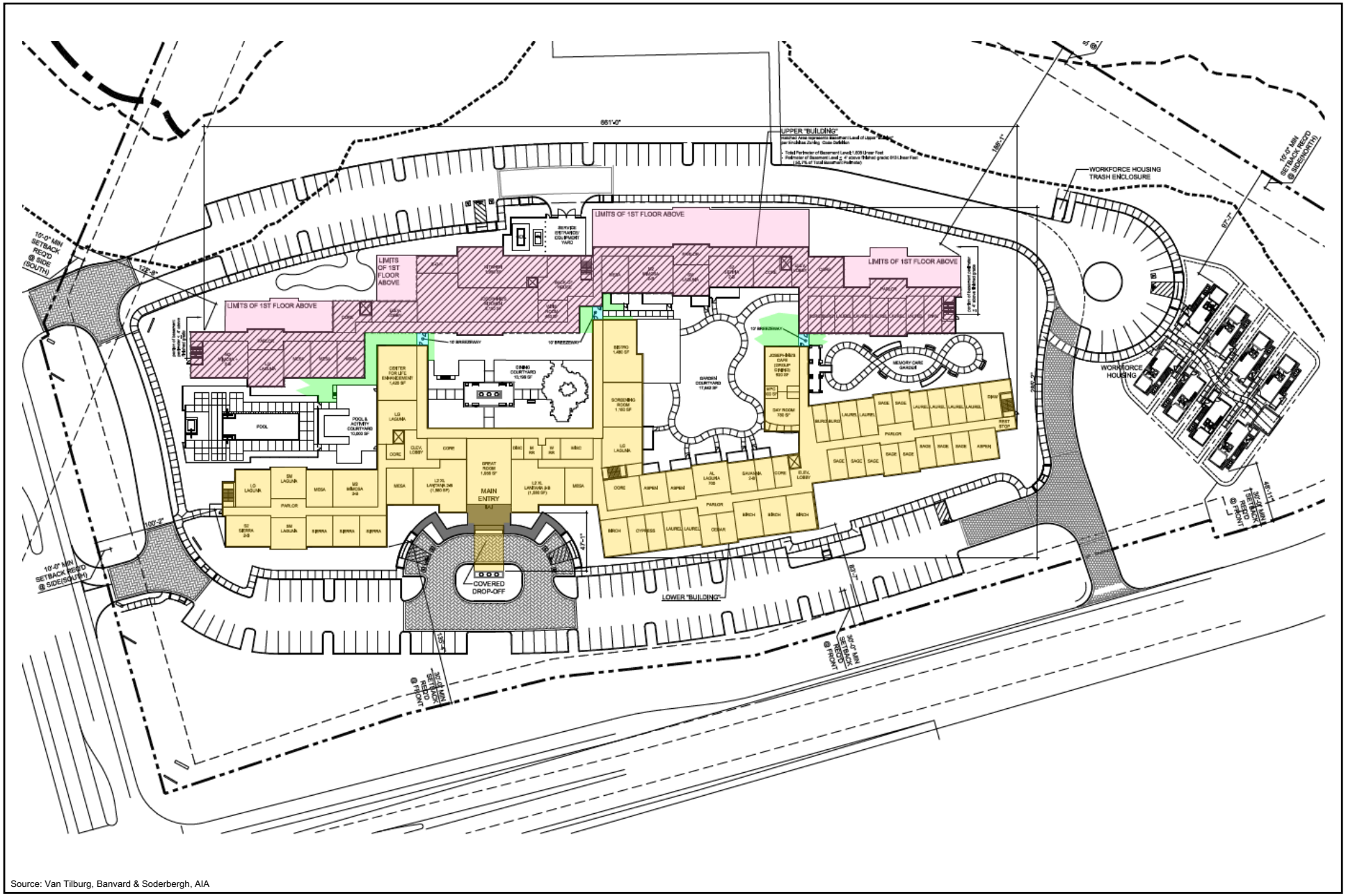
Table 1
Belmont Village Minimum Required Parking – ITE Rates

Land Use	No. of Units / Beds	Parking Ratio [a]	Parking Spaces	
			Required Minimum	Provided
Senior Living Facility				
Independent Living				
1 Bedroom Units	46 Dwelling Units	0.61 / Dwelling Unit	28	
2 Bedroom Units	31 Dwelling Units	0.61 / Dwelling Unit	19	
Subtotal Independent Living	*77 Dwelling Units*		*47*	
Assisted Living				
Studio Units (16 Units)	16 Beds			
1 Bedroom Units (46 Units)	46 Beds			
2 Bedroom Units (6 Units)	12 Beds			
Subtotal Assisted Living	*74 Beds*	0.39 / Bed	*29*	
Memory Care				
Studio Units (49 Units)	49 Beds			
1 Bedroom Units (6 Units)	6 Beds			
Subtotal Memory Care	*55 Beds*	0.39 / Bed	*21*	
Total Senior Living Facility Parking Spaces			**97**	**166**

Footnote:
a. Parking rates from ITE's Parking Generation 5th Edition (Land uses 252 and 254) (See Attachment A for excerpts)

cc: File



Source: Van Tilburg, Banvard & Soderbergh, AIA

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Figure 1

Site Plan

BELMONT VILLAGE ENCINITAS-BY-THE-SEA

ATTACHMENT A
EXCERPTS FROM ITE'S PARKING GENERATION MANUAL (5TH EDITION)

Land Use Description Page Terms

Parking Supply (or Parking Spaces)—the total number of parking spaces that are provided or available at the study site, regardless of whether or not they are occupied. Parking supply should include only marked spaces and should not include areas designated for standing vehicles. Parking supply is different from parking demand.

Parking Supply Ratio—expressed in terms of spaces per an independent variable (i.e., spaces per 1,000 sq. ft. GFA or spaces per dwelling unit). The ratio denominator is based on total units, rather than occupied units.

Time-of-Day Distribution [of Parking Demand]—the variation of the parking demand rates for various hours of the day divided by the peak period parking demand rate. The time-of-day distribution is expressed as a percentage (100 percent represents the hour(s) of peak parking demand). This information is generally only provided for the study sites with at least five consecutive hours of parking demand data.

Total Parking Demand—the accumulation of vehicles parked at a given site at any associated point in time. This value should be the highest observed number of vehicles within the period of observation. Total parking demand includes all parking associated with that land use whether in an off-street parking facility, parked illegally, parked on-street, or in a remote parking lot. Total parking demand does not include standing vehicles, awaiting the pick-up or drop-off of a passenger, or in a drive-through lane.

Senior Adult Housing - Attached (252)

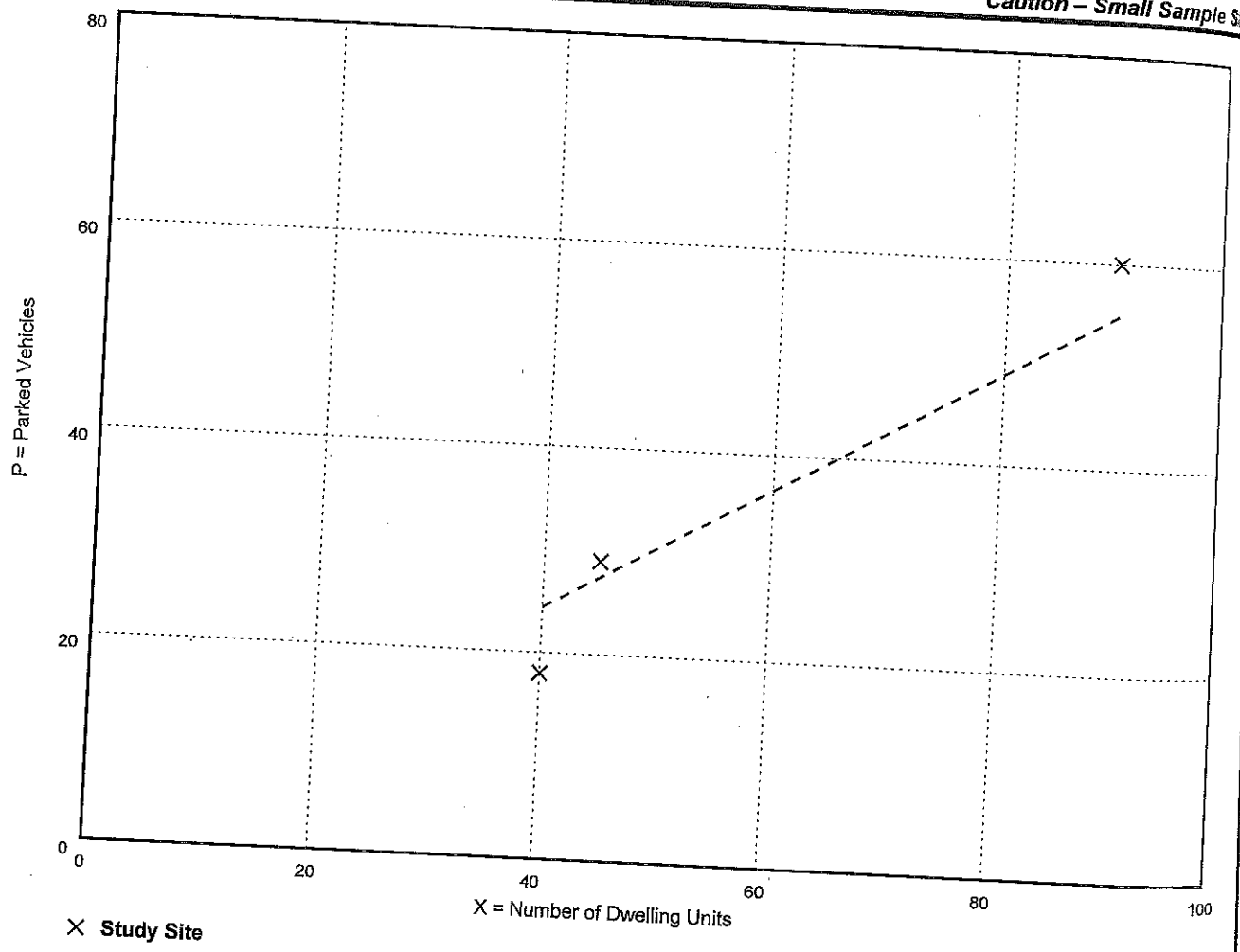
Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 p.m. - 8:00 a.m.
Number of Studies: 3
Avg. Num. of Dwelling Units: 58

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.45 - 0.67	0.51 / 0.67	***	0.11 (18%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: *** *I*

R^2= ***

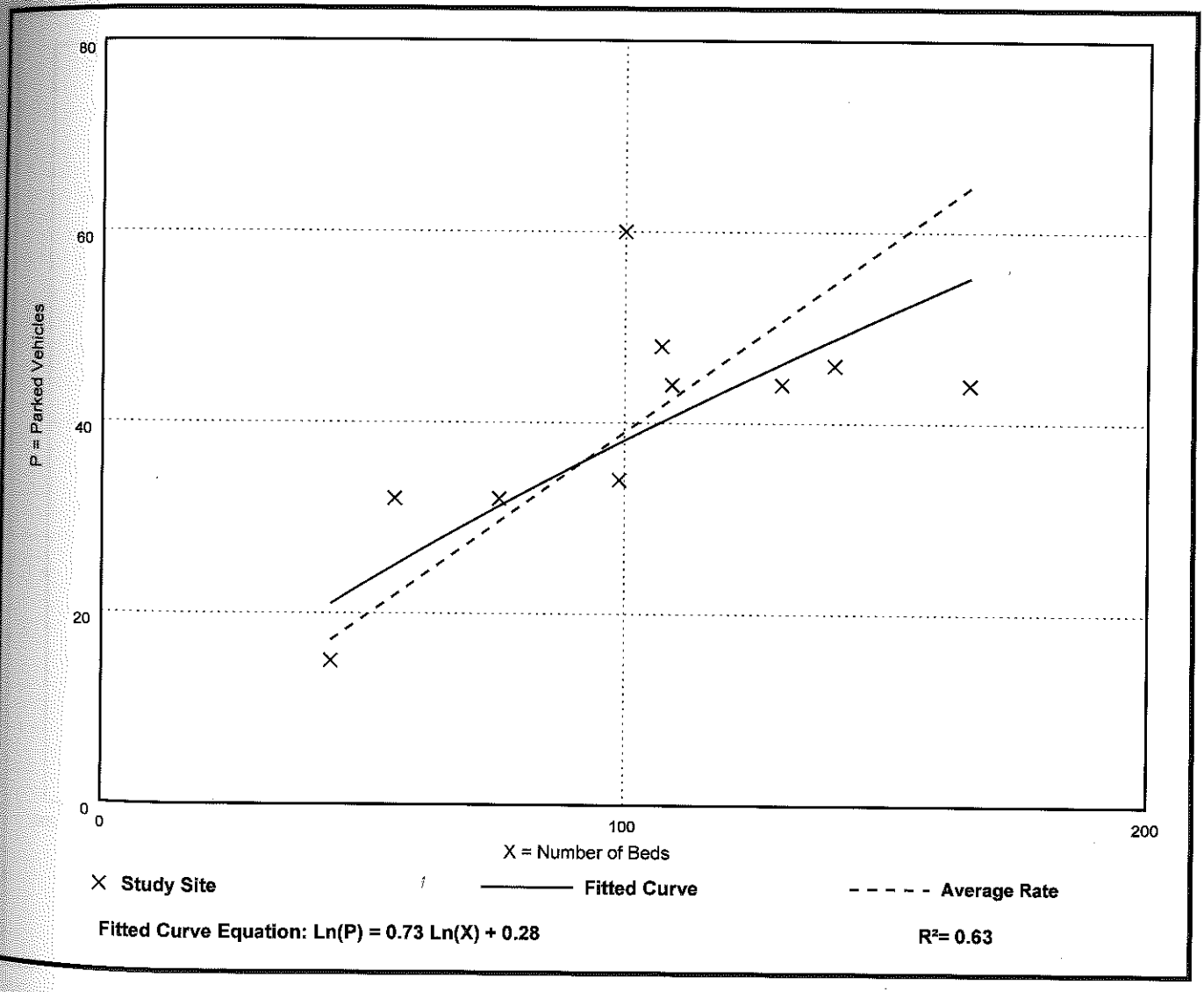
Assisted Living
(254)

Peak Period Parking Demand vs: Beds
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 3:00 p.m.
Number of Studies: 10
Avg. Num. of Beds: 103

Peak Period Parking Demand per Bed

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.39	0.27 - 0.60	0.34 / 0.58	***	0.11 (28%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.73 Ln(X) + 0.28

R^2= 0.63